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ENVIRONMENTAL MANAGEMENT [illegible]ENT

LOGSHEET FOR FIELD CHANGES TO CONTROLLED DOCUMENTS This is a RED S[illegible] COPY #35

Change Number	Date	Document Number	Document Title	Section/Page Modified	Description of Change (s)	Resp Manager Approval	Compliance Approval	ESH&Q Approval	Rad Eng Approval	Quality Assurance	Completion of ADM 2.01 Checklist	Completion of SES/USQD Checklist
#3	8/25/97	RFI/RI/FS-96-0062	Final Field Implementation Plan for the Source Removal at the Mound Site, IHSS 113	7.1.2/20	reduce cost tests for backfilling treated soils		N/A	MDS			yes	yes
				7.1.2/22	delete Fig 7.2 and			MDS			yes	yes
					delete Fig 7.2 from TOC							

Art Wood
8-26-97

ADMIN RECORD
1113-A-000[illegible]

7.1 2 SOIL TRANSPORT AND TRAFFIC MANAGEMENT

A 40 ton/20 cy^3 articulated dump truck (D400E or equivalent) will be utilized to transport contaminated soil from the excavation area to the CSFS Due to the location of the excavation and treatment areas, a portion of the existing paved road on Central Avenue will be utilized (Figure 2 1) Dust minimization techniques to be utilized during soil transport include monitoring wind speed per FO 1, applying potable water during soil excavation and loading to achieve a satisfactory moisture content but not to saturation, and reduce dump truck speed to five miles per hour The exterior of the dump truck will be visually inspected and cleared of any loose soil in the EZ/SCA prior to transport and radiologically surveyed prior to leaving the CRZ The dump truck will be visually monitored during transport to observe any potential spillage Any soil tracked onto the paved roadway during field activities will be cleared prior to reopening to RFETS traffic Worker and visitor parking will be by the ATM machine and on the north side of buildings T900D and B301 If there is no soil transport during treatment, workers and visitors can park on the south side of T900D

#1

Traffic will be diverted to the south two lanes of the East Access/Central Avenue Road at points east and west of where the road splits from the rest of the roadway The northernmost westbound lane would be closed from the point to the east where the lane diverges to the point west of the Inner East Gate where the road rejoins the rest of the East Access/Central Avenue Road During normal work days, the northern most lane will remain open between 0630 and 0800 and 0500 to 1700 to address peak traffic flow The northern most lane would only be closed during periods of excavation between 0800 and 1500 or before or after peak traffic hours Excavation activities are scheduled to begin on an Alternate Work Schedule Friday, March 21, 1997 The northern most lane will be closed from approximately 0700 on March 21 through 1700 on March 23, 1997 Lane closure will be achieved by placing a lane closure sign, flashing barricades, and traffic cones as shown on Figure 7 1 Access to the sewage treatment plant and northeast access roads on the inside and outside of the Inner Perimeter Fence will not be blocked However, traffic will be controlled during soil transport by placing flagpersons approximately 100 to 200 feet north and south of the respective intersections to ensure safe movement of RFETS traffic and the articulated dump truck transporting contaminated soil as shown on Figure 7 1 Prior to reopening the north lane of the east access road the roadway will be cleared of any soil tracked onto the roadway

#3

Traffic controls for the transport of treated soils for backfilling into the excavation will be reduced based on data collected during the excavation, stockpiling, and treatment of Mound Site soils Soil transport will occur from 0700 to 1630 on normal work days and from 0700 to 1530 on non-AWS fridays and traffic flow will not be impacted

7 1.3 MANAGEMENT OF INCIDENTAL WATERS

Incidental waters encountered as a result of storm water or groundwater entering and collecting in the excavation will be removed from the excavation if sufficient volume is present and transferred to an 1800 gallon incidental water holding tank adjacent to the excavation area The incidental water holding tank will be constructed with a sufficient secondary containment If sufficient storm water collects within the storm water containment berm on the north side of the excavation area, this incidental water will also be transferred to

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LIST OF FIGURES

LIST OF APPENDICES